



1/8/90

Transmittal Note

SUPPLEMENT TO
ANNEX 18 — THE SAFE TRANSPORT
OF DANGEROUS GOODS BY AIR

(Second Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 18, and includes differences and comments notified by Contracting States up to 1 August 1990.
2. This Supplement should be inserted at the end of Annex 18, Second Edition. Additional differences and revised comments received from Contracting States will be issued at intervals as amendments to this Supplement.

SUPPLEMENT TO ANNEX 18 — SECOND EDITION

**THE SAFE TRANSPORT
OF DANGEROUS GOODS BY AIR**

Differences notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950 between the national regulations and practices of States and the corresponding International Standards and Recommended Practices contained in Annex 18.

AUGUST 1990

INTERNATIONAL CIVIL AVIATION ORGANIZATION

RECORD OF AMENDMENTS TO SUPPLEMENT

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>

**AMENDMENTS TO ANNEX 18 ADOPTED OR APPROVED BY THE COUNCIL
SUBSEQUENT TO SECOND EDITION ISSUED JULY 1989**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards of Annex 18, Second Edition, or have commented on their implementation as indicated herein:

<i>State</i>	<i>Date of notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Australia	5/10/89	1	1/8/90
Colombia	28/6/89	1	1/8/90
France	19/10/89	1	1/8/90
Italy	6/1/89	1	1/8/90
Netherlands, Kingdom of the	19/7/89	1	1/8/90
Saudi Arabia	11/7/89	1	1/8/90
Switzerland	6/7/89	1	1/8/90
United States	14/6/89	1-2	1/8/90

2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Argentina	2/8/89	Gambia	16/10/89
Austria	7/6/89	Germany, Federal Republic of	19/9/89
Bangladesh	14/8/89	Hungary	13/7/89
Barbados	12/6/89	Kenya	23/8/89
Belgium	14/9/89	Kuwait	13/5/89
Brazil	12/6/89	Malaysia	5/6/89
Canada	4/10/89	Papua New Guinea	1/6/89
Chile	26/7/89	Peru	25/4/89
Cuba	14/10/89	Seychelles	9/5/89
Cyprus	14/7/89	Sweden	8/11/89
Denmark	15/9/89	Thailand	4/10/89
Egypt	21/7/89	United Kingdom	22/8/89
Ethiopia	—	United Republic of Tanzania	10/7/89
Fiji	8/5/89	Uruguay	13/7/89
Finland	12/6/89	Vanuatu	11/5/89

3. Contracting States from which no information has been received

Afghanistan	Guyana	Pakistan
Algeria	Haiti	Panama
Angola	Honduras	Paraguay
Antigua and Barbuda	Iceland	Philippines
Bahamas	India	Poland
Bahrain	Indonesia	Portugal
Benin	Iran, Islamic Republic of	Qatar
Bhutan	Iraq	Republic of Korea
Bolivia	Ireland	Romania
Botswana	Israel	Rwanda
Brunei Darussalam	Jamaica	Saint Lucia
Bulgaria	Japan	Saint Vincent and the Grenadines
Burkina Faso	Jordan	San Marino
Burundi	Kiribati	Sao Tome and Principe
Cambodia	Lao People's Democratic Republic	Senegal
Cameroon	Lebanon	Sierra Leone
Cape Verde	Lesotho	Singapore
Central African Republic	Liberia	Solomon Islands
Chad	Libyan Arab Jamahiriya	Somalia
China	Luxembourg	South Africa
Comoros	Madagascar	Spain
Congo	Malawi	Sri Lanka
Cook Islands	Maldives	Sudan
Costa Rica	Mali	Suriname
Côte d'Ivoire	Malta	Swaziland
Czechoslovakia	Marshall Islands	Syrian Arab Republic
Democratic People's Republic of Korea	Mauritania	Togo
Djibouti	Mauritius	Tonga
Dominican Republic	Mexico	Trinidad and Tobago
Ecuador	Monaco	Tunisia
El Salvador	Mongolia	Turkey
Equatorial Guinea	Morocco	Uganda
Federated States of Micronesia	Mozambique	Union of Soviet Socialist Republics
Gabon	Myanmar	United Arab Emirates
German Democratic Republic	Nauru	Venezuela
Ghana	Nepal	Viet Nam
Greece	New Zealand	Yemen*
Grenada	Nicaragua	Yugoslavia
Guatemala	Niger	Zaire
Guinea	Nigeria	Zambia
Guinea-Bissau	Norway	Zimbabwe
	Oman	

* On 22 May 1990 Democratic Yemen and Yemen merged to form a single State. Since that date they have been represented as one Contracting State with the name "Yemen".

4. Summary of differences

<i>Paragraph</i>	<i>Difference notified by</i>	<i>Paragraph</i>	<i>Difference notified by</i>
Definitions	France	6.3	Australia Colombia Netherlands, Kingdom of the
Chapter 2	Colombia	7.1	United States
2.2.1	United States	7.3	Australia Netherlands, Kingdom of the
Chapter 3	United States	Chapter 8	United States
Chapter 4	Italy Saudi Arabia Switzerland	8.5.2	Italy
		8.6.3	United States
6.2.1	Netherlands, Kingdom of the	9.5	Australia
		9.6.2	Australia

CHAPTER 6

- 6.3 English shall be used for all markings related to dangerous goods. If the State of Origin requires markings in a language other than English, each shall be given equal prominence.

CHAPTER 7

- 7.3 English shall be used for the dangerous goods transport document. If the State of Origin requires the use of a language other than English, each shall be given equal prominence.

CHAPTER 9

- 9.5 If an in-flight emergency occurs within Australian airspace the pilot-in-command shall inform the appropriate air traffic services unit, for the information of the aerodrome authorities, of any dangerous goods on board. The information shall include the primary hazard, subsidiary risks for which labels are required and the quantity and location aboard the aircraft of the dangerous goods.

If the situation permits, the information should also include proper shipping names, classes/division and, in the case of Class 1, the compatibility group.

- 9.6.2 An operator who is involved in a dangerous goods incident in Australian territory shall provide the Australian authority with information required to minimize hazards created by any spillage, leakage of fluid or radiation, breakage or other damage to the dangerous goods.
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CHAPTER 2

General The provisions stipulated in the relevant part of the Aeronautical Regulations Manual of the Administrative Department of Civil Aviation (ADCA), will be strictly adhered to.

CHAPTER 6

6.3 All labelling of dangerous goods must be in Spanish in the case of domestic carriage.

CHAPTER 1

Definitions
(Passenger
aircraft)

Cargo aircraft may transport persons, provided they are the holders of travel vouchers not available to the public. The purpose is to allow persons holding travel vouchers not available to the public to travel on cargo aircraft belonging to airlines. Such persons are familiar with company procedures and can take action on board the aircraft if needed. Therefore, their presence is an additional safety factor.

CHAPTER 4 Air transport of dangerous goods which are industrial chemical waste, including polychlorinated biphenyls, UN 2315 and compounds of ones and/or others, from Italian territory is not allowed, except when expressly authorized by the Minister of Environment, 11 Venezia Square, Rome, as industrial chemical wastes are residuals from industrial processes, destined to be abandoned and finally disposed.

Radioactive and fissile materials must not be carried on the same aircraft as explosives.

Radioactive and fissile materials of Class 7 must not be loaded on the same compartment with corrosive materials, infectious substances, compressed gases, flammable liquids and solids, organic peroxides, oxidizers and any other substance which on contact with water emits flammable gases, as well as live animals and animal embryos.

CHAPTER 8

8.5.2 Before further utilization can be made of an aircraft having undergone radioactive contamination, it must be certified by a qualified expert and registered on the efficiency technical book.

CHAPTER 6

- 6.2.1 Marking of packages and overpacks by means of a copy or a photocopy of the Dangerous Goods Transport Document, affixed to these packages and overpacks, will not be accepted.
- 6.3 The marking of packages and overpacks shall be in English. If the State of Origin requires marking in a language other than English, each shall be given equal prominence.

CHAPTER 7

- 7.3 The requirement to provide a Dangerous Goods Transport Document shall be met by using such a document printed and completed in English.

For exemption to the regulations the following authority should be contacted for all classes except Class 7.

Department of Civil Aviation
Aeronautical Inspection Directorate
Flight Technical Affairs
P.O. Box 7555
1117 ZH Schiphol-East

CHAPTER 4 The Kingdom of Saudi Arabia is in agreement with Annex 18 as amended by Amendment 4 with the following exceptions:

The Kingdom of Saudi Arabia regulations concerning the safe transport of dangerous goods by air require compliance with the following:

- a) The transportation of all classes of dangerous goods to all Saudi airports must be in accordance with the requirements of the ICAO *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284).
- b) Prior approval is required for the carriage of munitions of war, all classes of explosives, and radioactive material other than for medical purposes, to any destination in Saudi Arabia.
- c) Prior approval is required for the carriage of articles and substances that are not identified and/or specified in the Dangerous Goods List of Doc 9284 to all Saudi airports.

Note.— Requests for approval should be directed to the:

Presidency of Civil Aviation
Air Transport Department
P.O. Box 887, Jeddah 21421
KINGDOM OF SAUDI ARABIA

- d) The transport of alcoholic beverages for delivery to any destination in Saudi Arabia is prohibited.

CHAPTER 4 Hair curlers and other flammable gas powered devices and their replacement cartridges are not permitted on one's person nor in checked or carry-on baggage.

CHAPTER 2

- 2.2.1 United States regulations do not require, although they in general permit, compliance with the detailed provisions of the Technical Instructions when transporting dangerous goods by air internationally.

CHAPTER 3

In addition to the classes of dangerous goods set forth in Annex 18, the United States regulations also classify certain other types of goods as dangerous goods. These include substances presenting environmental hazards, combustible liquids when shipped in packagings with a capacity of 110 U.S. gallons or more and substances not meeting the definition of another hazard class which have an anaesthetic, irritating, noxious, toxic or other similar property and which can cause severe annoyance or discomfort to passengers and crew in the event of leakage during transport. Consignments of such goods imported into or exported from the United States must comply with all appropriate packaging, marking, labelling and shipping paper requirements and must otherwise be transported in accordance with all applicable United States regulations.

CHAPTER 7

- 7.1 United States regulations impose certain additional requirements or limitations on the transport of radioactive materials by aircraft. They are:
- 1) Except as specifically provided, radioactive materials may not be offered for transport aboard passenger aircraft unless the radioactive materials are intended for use in, or incident to, research or medical diagnosis or treatment and the shipper so certifies on the transport document.
 - 2) No person may offer for transport aboard a passenger aircraft a package with a transport index greater than 3.0 or an overpack with a transport index greater than 3.0.
 - 3) No person may offer for transport aboard a cargo aircraft a package with a transport index greater than 10.0 or an overpack with a transport index greater than 10.0.

CHAPTER 8

General Except for “other regulated materials” as defined in United States regulations, these regulations do not permit more than 25 kg net weight of dangerous goods (and in addition thereto, 75 kg net weight of non-flammable compressed gas) permitted to be carried aboard passenger-carrying aircraft:

- 1) in an inaccessible cargo compartment;
 - 2) in any freight container within an accessible cargo compartment; or
 - 3) in any accessible cargo compartment in a cargo-only aircraft in a manner that makes it inaccessible unless in a freight container.
- 8.6.3 United States regulations impose certain additional requirements or limitations on the transport of radioactive materials by aircraft. They are:
- 1) Except as specifically provided, radioactive materials may not be transported aboard passenger aircraft unless the radioactive materials are intended for use in, or incident to, research or medical diagnosis or treatment and the shipper so certifies on the transport document.
 - 2) No person may transport aboard a passenger aircraft a package with a transport index greater than 3.0 or an overpack with a transport index greater than 3.0.

- 3) No person may transport aboard a cargo aircraft a package with a transport index greater than 10.0 or an overpack with a transport index greater than 10.0.
 - 4) The total transport index of radioactive materials transported aboard cargo aircraft may exceed 50 only under the conditions specified in the regulations and may never exceed 200.
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